(Peekskill)

Wood Street
Jefferson Valley, N. Y.
January 2, 1950.

Mr. Frank Scully
Dear Sir:

Behind the Flying Saucers is the first book I was not able to lay down, in fact I could not lay it down until I had read it twice. Altho you did not have time for all the refinements of speculation, I think you may have overlooked some of the possibilities; I will even say probabilities.

The assumption that the first saucers were equipped with toilets and berths because the pilot thot the duration of the trip would require them, and that in the later saucers such equipment was cancelled because he had learned how quickly the trip could be completed does not seem like sound reasoning. Forcing this assumption is not granting the pilot enough brains to even start the trip. According to your calculations, a space ship gliding along on magnetic lines, could aquire unlimited speed. At unlimited speed a saucer would by no means need to confine the limits of its tours to our Earth, and could travel not only from Venus to Wolf 359, but to any part of the 23 Solar Systems. On the longer trips toilets and berths might be required (but I doubt it, at unlimited speed) while saucers designed expressly for trips within our Solar System would not need such equipment. A man who has mastered the travel possibilities thru space on magnetic waves would have had all these things figured out beforehand (he being 500 years ahead of you and me and Einstein).

There is no apparent reason for the inhabitants of the Earth, particularly the Air Force, to get so excited about flying saucers for several obvious reasons. First, the little men never brought any little women along and thus we know that they did not come here to colonize, after destroying us. They carried no weapons on their bodies, which is an indication that there are no wars, no lawlessness and no vicious animals where they came from. That party of little men that landed and left their ship and took a walk in New Mexico or somewhere would have been in a hell of a mess if they'd met up with a panther.

As the saucers were definitely not designed to carry heavy bomb loads, it appears that their only purpose could be reconnaissance, exploration or joy rides. There is no knowledge that they ever attacked earth man.

If the Pentagonians are still worried about saucers from Wolf 359 or elsewhere they can write them all off right now in two simple ways. 1. The little men from outer space are no more interested in earth man than a plowman on earth is interested in an ant hill that crosses his furrow, and have shown no desire to harm earth man.

2. If they ARE interested is us and this Earth, and want to destroy us and take over the Earth, the Pentagonians can surely write it all off at once, because there is nothing they can do about it at all. Any force that can reach here from outer space, and is 500 years ahead of us in scientific development cannot be repulsed. And anyway the whole thing is not a problem for our military. The taxes we pay are for defense against earthly aggressors, and no part of it may be used to prepare a fight against the inhabitants of Wolf 359 without a referendum.

It is possible that the ultra foreigners may wish to disintegrate this Earth in order to set up a new balance among our Sun's planets, thus giving their planet a more suitable position for climatic conditions, the ultimate result of which they will have already calculated.

The Air Force itself could not have produced any saucers, or it would be using them now in Korea. Russia cannot have produced them or the Chinese Reds would be using them now in Korea.

There is no reason to think that a man on Wolf 359 (being 500 years ahead of Earth man) would not be just as anxious to make a tour to our Earth as a banker in New York or Chicago would like to tour to Bermuda.

If 500 saucers were seen over Farmington, New Mexico by most of its 5000 inhabitants, it proves to my mind that the saucers were not American-made, nor made elsewhere on this Earth. First, 500 magnetic saucers would be a big order for even the rich and heavily taxed United States to make, and second, as they cannot be pursued and caught and destroyed it would be a nonsensical waste of money for any antion to build so many, because due to their extreme manouvreability, a mere handful of them would serve any military purpose required on Earth. Furthermore there is no logical reason that I can think of to send up 500 saucers to cavort over a small town for several hours. Nor can I see that 500 saucers from Wolf 359 would arrive there with hostile intentions and then just fly around a while and leave without ever ha harming a hair on our heads. This seems to boil down their mission to nothing more than a tour thru the planetary systems, making a short stopover here just as an ocean ship might stopover at Seattle on its way from San Francisco to Juneau.

I hope that you will continue your search for the truth and that you will write another book on the subject and that it will provide us with a lot more definite material than the present one. If men have arrived here from other planets it is the biggest news story since Columbus, and damn any man that tries to suppress it.

Yours truly,

Francis L. Kelsey

Francis L. Kelsey

UNIVERSITY OF CALIFORNIA

LOS ANGELES 24, CALIFORNIA
Journalism Department

March 13, 1950

Mr. Frank Scully
Variety
6311 Yucca Street
Hollywood, California

Dear Mr. Scully,

I have heard that you are making a study of the "flying saucers" with a book in mind.

I too am making a study of flying saucers although I anticipate that my approach will be considerably different than yours. I am going to be concerned with the psychological and sociological implications of the saucer phenomenon. My research is being done in connection with a graduate dissertation.

Without giving away any trade secrets, I was wondering what your approach will be---refutation or support of the probability of the existence of the saucers, etc. Does your research indicate that suspension of the "Project Saucer " by the Air Force came a little bit early? Do you believe there is a chance the entire flying saucer incident may have started as a hoax? Have your heard of any evidence which opens up the question of the probability of the saucers coming from another planet?

Have you any suggestions for my research?

Sincerely yours,

DeWayne B. Johnson

DeWayne B. Johnson

FLYING SAUCERS

The british destroyer Broadsword will shortly sail from Portsmouth for a series of special gunnery trials with the U S Navy. The targets will be Flying Saucers.

So far, U S gunners have not succeeded in hitting the Saucers, which are designed and built as targets for America's newest anti-rocket weapons.

Flying Saucers are launched from 45-degree ramps, where they reach a momentum of over 500 miles per hour, before automatically taking off. In flight they reach a height of 40,000 ft. and a speed of more than 1000 mph.

Back room scientists who will sail across the Atlantic in Broadsword are confident that the Royal Navy's latest weapons will succeed where the US Navy's have failed.

Their confidence results from recent Mediterranean trials, which proved conclusively that Broadsword's radar-controlled twin four-inch guns can shoot down very fast targets at extremely long ranges.

Radio controlled "Queen Bee" planes were used at first, but after six had been destroyed, the Admi alty used miniature rockets.

Broadsword's first American port of call will be Norfolk, Virginia, but target practice will probably take place near the Californian islands of St. Nicholas and Santa Rosa, where Flying Saucer experiments are carried out.

PAUL H. WINTER
MECHANICAL ENGINEER

TEL. 6-6009

109 ARCHER ROAD
SYRACUSE, N.Y.

September 15, 1950

Henry Holt & Co., Inc.
257 Fourth Ave.
New York, N.Y.

cc. Mr. Frank Scully
cc. Harper's Magazine

Att. The President

Gentlemen:

I have just completed Mr. Scully's book " Behind the flying saucers" and would like to say that I consider it a flagrant attempt to cash in on the public's interest in this subject. Either Mr. Scully knows that he is deliberately making up some of his statements or his source of information has completely fooled him. In either case, you as publisher, had the responsibility to at least have a senior high school physics student glance through the MS before releasing it with such obvious errors as are listed below and completely discredit the contents of the book.

Pg. 30, parag. 2. "It (the gear structure) was hard and of a ratio different from the Swedish system which we employ. Instead of being three to five it was three to six"----. There is no Swedish system of gearing known to engineers. Gear ratios may be anything from one to one to one to one hundred thousand with any intermediate value. Therefore a three to six, or one to two, ratio, is quite common.

Pg. 101, parag.2."That's at the rate of 100 miles per second,or 6000 miles per hour". Obviously, 100 miles per second is 360 000 miles per hour.

Pg. 119, parag. 5. "-- to travel at a velocity in excess of four to six gravities--". Velocity cannot be expressed in gravities, only acceleration is so described (one gravity is an acceleration of 32.2 feet per second per second).

Pg. 154, parag. 6. "Unit Pole. One that repels a like pole of 1 dyne when they are placed 1 cm. apart in vacuum. " Here Mr. Scully apparently did not trouble to even copy correctly from whatever elementary text book he was using. It should read " One that repels with a force of 1 dyne a similar pole when they are placed 1 cm. apart in vacuum."

There are many more similar absurdities in this book but time prohibits me from going on. I would suggest that a supposedly reputable publishing firm be a little more careful to what they lend their name. It is perfectly acceptable to print matter disagreeing with existing theories but blatant nonsense like the above should be subject to some editing.

Very truly yours,

P. Winter

Check with Gee

Willy Ley so describes it

What's the difference?

I say same thing you say.

Don't let fools hold you back. Think of posterity!

Theo. F. Wilson,
650 E. 51st St., Apt. 2,
Chicago, 15, Illinois.

72 lines

LITTLE MEN, BE CAREFUL

By Theodore F. Wilson.

O little men of Venus, please be careful.
We are not civilized, we earth-bound mortals,
For those who rule us trust in violence,
And deem that might is right, and murder justice;
And they would make you captive, break your spirit,
Subject your bodies, minds, to cruel torture,
Wherewith to wrest from you what they call "secrets,"
Attempting, in short space, to gain the knowledge
Which you have taken centuries to master.
And they'd use this, not for amelioration,
To banish poverty, disease, and sorrow,
But just to fashion Things of mass destruction,
To kill some millions, hoping, by this slaughter,
To cow the rest into abject submission
To their disdainful, greedy, selfish will.
And this they'd so with shibboleths of "Freedom,"
And sophistries of "peace," "good-will," "religion,"
Nor care a whit they'd left you marred and useless,
And raised a barrier between our planets.
So please be careful, little Venus-men.

O little men of Venus, have compassion.
We are not wholly bad, we earth-born humans;
We know to love, to cherish, show devotion;
We have our consecrated ones, our martyrs.
Beneath the hue and cry of lust and bloodshed,
The still, small voice of Reason calls, insistent,
And will not down, in spite of persecution.
There are some scientists, and artists, poets,
Who dream the day that we attain full stature,
And, freed of misery, and wars, and sickness,
Stand, clasping brother's hand, in faith and friendship,
While children's happy laughter sounds around us.
Above the slime and mire of world injustice
There burn the tiny flames of simple kindness;
And for this fire divine that glows within us,
Pray have compassion, little Venus-men.

O little men of Venus, please be patient.
We've come a long, hard way, we men of earth.
It is a far, far cry to that amoeba
Which first began our life-wave on this spheroid.
'Tis but a little since we roamed the forests,
Surviving, fearful, by the law of jungles,
To kill or die, to eat or else be eaten.
The law of jungles stamped upon our souls

So that this frail veneer, which we call culture,
And boast about with vain, conceited mouthings,
Cracks open, everwhile, to show its thinness,
And us, the snarling, savage beasts beneath it.
But still, like mass of maggots, groping, struggling,
And striking blindly out at foe or helper,
Some Guiding Sense, some instinct permeates us,
That makes our witless, never-ending circles
Result in slow and tortured movement upward
Toward the light we feel, and hope to see.
So, little men of Venus, looking at us,
Peer in the future, glimpse our destination,
Foresee the godlike status that awaits us,
And then have patience, little Venus-men.

But, little men of Venus, please be careful.
Our ignorance is crass, horrendous, frightful,
And insane prejudices prepossess us.
These mind infirmities resemble vipers
Which strike most viciously at benefactors.
Thus One, who loved us, pleaded with His Father,
When we had killed Him for the hope He gave us:
"They know not what they do, You must forgive them."
And now, today, our ignorance abysmal

Theodore F. Wilson,
650 East 51st St., Apt 2,
Chicago 15, Illinois.

72 lines

LITTLE MEN, BE CAREFUL

By Theodore F. Wilson.

Originality Guaranteed.

Can threaten even you, though far above us.
So for our inner spark divine, compassion,
And for the gods we'll be some day, have patience;
But see us clearly; we are ill and stupid;
And Do Be Careful, little Venus-men.

# # # # #
# # #
#

Los-Angeles, Calif.
July 18, 1950

Dear Frank Scully:

Remember Gordon L'Allemand? I haven't seen you since before the War. You were living on Grave ave.

Recently I saw A Dick Williams column inthe Mirror about your forthcoming book by Holt: "Behind the Flying Saucers". Sounds mighty interesting.

I'm Southwestern correspondent for several papers: St. Louis Globe-Democrat, Denver Post, Toronto Star Weekly etc. I think I can do some featurearticles on your book that would make good reading and swell advance publicity. I could take some photos of you at home with the aluminum models etc.

I don't know where you are now living, but send me your addressand tel . number and I'll drive up and see you and maybe we can hatch up something good.

Best wishes,

Gordon L'Allemand

Denver Post

Gordon L'Allemand
10331 Rossbury Place,
Los Angeles, 64, California

VErmont 8-7166 (if you call at 8 AM
any day except Sat. & Sunday). Those
days I'm up at Malibu.)

OVERLOOKING THE
GREAT MOJAVE DESERT

ELEVATION
4000 FEET

Desert Springs Chamber of Commerce

(INCORPORATED)

DESERT SPRINGS, CALIFORNIA

OFFICERS

FRANK SCULLY
President

B.C.MARTIN
Vice President

KATE B. WINSBY
2nd V. President

WALTER BREER
Secretary

NELSON FRAZAR
Treasurer

Aug 12 1954

Dear Mr Holmberg:

Did I or anybody else answer your letter of Sept 18 1950? I ask because in moving stuff from town to here I found this letter with a self-a dressed envelope. If not, mea culpa. . . That tenescope bothered a good many people and should have bothered me. But it was a term these men used and as I am not a scientist but a reporter I used what they said. They used it in connection with magnetronic calculating devices but were not too specific as they employed the instruments in geophysical exploratory research and I guess were holding out a little on me too. But time has seemingly backed up their magnetic theory of propulsion. By now I feel like a horse and buggy doctor; a pathologist in fact. I dealt with dead crews and grounded saucers. Now personal historians are riding all over the place in them, with live crews. Dames, even. Ooops. Pax et Bonum.

OVERLOOKING THE
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WALTER BREER
Secretary

NELSON FRAZAR
Treasurer

Dear Mr Leoni:

Did I answer yours of July 12? Guess not. Re your questions. 1) Dr Gee is not the only person who has talked on the subject. Ive heard several and heard of several more. The latest is Dr Hans Loberg of Oslo Norway. 2) Dr Gee is a composite of eight men. I merged their conversations and tape recordings to simplify a pretty complex problem. 3) One of this group has lied about other things but has never backed off on this issue. The others have held to a course of veracity as far as I know. . . Today I feel like a horse and buggy doctor; or better a pathologist. I deal with dead men and grounded saucers. Now guys are flying around with them and in them with live crews. Dames even. Whoops! What has held up best in Behind The Flying Saucers seems to be the magnetic theory of propulsion. . . Pax et Bonum.

September 6, 1950

Mr. John K. Hutchens
New York Herald Tribune
230 West 41St Street
New York 18, N.Y.

Dear Mr. Hutchens:-

I have minutes to get out and do a million things, but I want to send you a flash and thank you for your letter of September 4. To begin at the end and the reference from Winfield Scott's column in the Providence Sunday Journal my suggestion to him and all is to start out by reading Chapter 6 on Hoaxers and Saucers. I know a lot about hoaxers and this simply isn't one of them.

Now to jump to your first query. I have had no personal pressure to drop the book, but maybe I'm dead to nuances. I've taken some awful tough roustings in my life and maybe it got around it's no good to pressure Scully, try his outer rim. Anyway, you will find that piece on George Koehler as proof that others have suffered pressure, and I had dinner with him Sunday night, here in Hollywood, when he gave me the inside story of Air Force Intelligence pressure to the point of intimidation, with a follow-up as of only last week, when he scrammed out of Denver and left a Major Wilson holding the bag. Others I know have had pressure too, and that's why the scientists have dummied up and will not show even small parts of saucers since the lid went on. I have no hunches as to what happened to those bodies. This is still a big country, with wheels within wheels and so many things just disappear. Hundreds of bodies have disappeared and never been heard of again. By the way whatever happened to Dorothy Arnold?

The Pentagonians may force public identification of Dr. Gee, but even if they cut off my other leg they'll never get it from me, and since I had one taken off without anesthetic, this is not merely a literary figure of speech. As to whether the book is being sent to the Air Force, I don't know. I wouldn't send it to them. Let them buy it. They have fat salaries and drawing accounts which I doubt is true of either you or me.

I didn't have any particular problems in writing the book. It just flowed. I'd work all day till 1 o'clock in the morning and wanted to get at it again at 6:30 in the morning. Some things come terribly hard in writing, and some of the best come easy. "Beind The Flying Saucers" practically wrote itself in 60 days. To people who doubt I even wrote it I tell them "Okay, so I ghosted it for one of the little men, But it's all true to the best of my knowledge and belief and only a hick would call it a hoax."

CLAYTON & LAMBERT MFG. CO.
1701 DIXIE HIGHWAY
LOUISVILLE 10, KENTUCKY

September 8, 1950

Pageant
4600 Diversey Avenue
Chicago 30, Illinois

Gentlemen:

Have just read your article in October Pageant on "Flying Saucers" by Sculley. I failed to be impressed. In fact as I read the account of the space ship that was examined over two years ago, I had to open the windows to let out the smell.

If you can believe that so many people could be involved in such an important venture two years ago and not until your issue were the "facts" disclosed then your faith is beyond understanding.

The actual advent of a space ship on our planet "in person" would be the greatest news story since Christ. Our government would not and could not keep such a matter a secret for ten minutes much less two years.

I was quite impressed by the article in TRUE and I bought the first Pageant from our news stand. Glad I did for now I won't have to buy a copy of Sculley's book.

Very truly yours,

Fred P. Peel

Fred P. Peel

FPP/cff

Mrs. Joseph Mills Hanson
Box 128
Manassas, Va.

Sept. 10, 1950

Mr. Frank Scully,
c/o Henry Holt and Co., Inc.
257 Fourth Ave.,
New York 10, N. Y.

Dear Mr. Scully:

We heard your recent book, "Behind The Flying Saucers", discussed by Rudy Valee on one of his programs last week (over radio station WMAL) and got the book yesterday, on our first trip to Washington thereafter.

Consequently the day's dishes are still sitting unwashed in the sink and the day's accumulation of dust lies undisturbed on furniture and floors! One must stop and ponder these things, even though one can do little better than say "So what?" for the present. For we are not scientists ourselves, although we have had close contact with many who are working in the fields of astronomy, physics, chemical engineering and others, and are sympathetic with and interested in their problems.

Called to mind was one especially, Edward Godfrey, for many years a consulting engineer in Pittsburg, who had many unorthodox theories of his own and who wrote much about them for professional magazines and in brochures, not only in his own field but in those relating to the astronomical universe. You and your friends may have come upon some of them. He just missed the flying saucer era - having passed on a few years ago.

One with such a sense of humor as yours will understand, I am sure, that an appreciative reader could not resist the urge to point out one grave error in your fascinating well-told tale - on page 187- the very last page of the text, third paragraph. Could it be that somehow magnetic lines of force, 18th century vintage, got crossed up, so that the silver coin hurled by the Father of His Country from a bank of the RAPPAHANNOCK RIVER, near Fredericksburg, Virginia, wasdivurged from its course and found itself sailing over the Potomac? If it is any consolation to you, you are by no means the first to confuse the two estuaries in connection with the story of George's feat - a natural mis-association of thoughts - Washington, Mt. Vernon, the Potomac - string along together naturally I suppose. I wonder how many indignant Virginians have called your attention to the error!

Sincerely yours,

Rosamond B. Hansen

P.S. We will be returning the calls of the Saucerians I fear, before you get satisfactory answers to your questions addressed to the military.

RBH



is REMEMBERED...

P. O. Box 1329
Long Beach, California

Words and Music:

"HOLLYWOOD"
"A DREAM CAME TRUE"
"OH, THE O. P. A."
"MOONLIGHT AT MIDNIGHT"
"WISTFUL AND BLUE"
"WHEN YOU OCCUPY AN UPPER" (The Pullman Song)
"THE WATERFALL"
"IF I WERE YOU"
"SOMETHING NICE FROM PARADISE"
"YOU'D BETTER BE CAREFUL"
"YOU CAN SAY THAT AGAIN"
"DREAMING"
"SO DIVINE"
"JUST A ROLLIN' STONE"
"NEVER EAT IT FRIED"
ETC.

Dear Sir:— I have a book on meta-physics concerning a medium who recieved various messages from a departed soul and among same was a statement to the effect of: "Mars' inhabitants have a large head and small body." (Book was copyrighted 1928).

(Too, a mummy, 14" tall — with a large head was discovered in the Pedro Mts. (within a sealed cave) in Wyoming. Same is on display at 1419 E. 21st St. in Casper, Wyoming.

Hurriedly yours,

D. W. Bell

Colnmbus, Georgia
September 11, 1950

Mr. Frank Scully
Hillman Publishing Co.
535-Fifth Ave.
New York 17, New York

Dear Sir;

In reading your editorial in Pageant Magazine, October issue I wish to call your attention to page 148 Par. 10 which states that the scientists say they saw several little men jump into the saucer and the ship just dissapeared.

In reading on further into the story I wish to call your attention to page 154 par. 6 which states that all 16 persons on the second ship were dead and the conclusion of DR. GEE and his party were that their death were due to our air and our atmosphere.

I am wondering what explaination can be given for these two paragraphs contradicting one another. It seems to me that if some of them could get out of their ships and live in our air that the conclusion of DR GEE and his party would not be a very satisfactory explaination .

Futher I believe that if the general public is expected to believe that Flying Saucers do existthere should never be any two contradicting paragraphs in any editorial about them.

Idas Welch

Idas Welch
750-Linwood Boulavard
Columbus, Georgia

September 30, 1950

Mr. Idas Welch
750 Linwood Boulevard
Columbus, Georgia

Dear Mr. Welch:

The contradictions which you indicate in your letter of September 11th may be due to the briefing which the Pageant editors idd as opposed to the book which Holt published. In the book, it is explained that the fourth ship Doctor Gee saw may have been, by his own concession, a mirage. Anyway, he didn't report it but more than likely, the "saucerians" had similar conquests, the problem of bringing in their atmosphere and in ours.

Thank you nevertheless for reading so carefully. In the book, there were several errors which we have cleaned up in the current edition and hope that we have got rid of all of them.

Faithfully yours,

Frank Scully

FS/cg

C
O
P
Y

September 12, 1950

Mr. Frank Scully
% Henry Holt & Co.,
257 -4fth Avenue
New York, New York

Dear Mr. Scully:

I have read with interest a condensation of your recent book "Flying Saucers" in the October issue of Pageant. Am I correct in guessing that "Dr. Gee" is the distinguished geophysicist, Dr. Frederick Lee, formerly head of the Geophysical Section of the Bureau of Mines? MY curiosity prompts me to address you on this matter, and I trust that you may find time to oblige me with an answer.

Very Truly yours,

HORACE P. MILLER
Geophysicist.

430 Big Four Building
Indianapolis, Indiana

HPM:imm

U. S. NAVAL AIR STATION
PHOTOGRAPHIC DIVISION
NORFOLK, VIRGINIA

September 12, 1950

Hillman Periodicals Inc.
4600 Diversery Ave.
Chicago 30, Ill.

Gentlemen:

In reference to your recent article on FLYING SAUCERS in the October issue of Pageant we would like to know if it is the straight dope or is it just plain old scuttlebut.

We have had quite an argument with a shipmate who is completely taken in by this article. We should really appreciate the straight, honest to NEPTUNE scoop on this matter. Is it so or is it not??????!

Please honor us by replying to us directly, and not through your magazine alone. You may print this letter if you wish, and you may also print your reply, but we are wholeheartedly looking forward to your letter of reply.

YOURS TRULY

Harry J. Perkey AN USN
Harry J. Perkey
Fritz P. Schiefelbein AFAN USN
Fritz P Schiefelbein
Joe S. Edwards AFAN USN
Joe. S Edwards.
Rudy Bennett PNSN USN
Rudy Bennett

Mr. Amundsen

Minneapolis, Minn.
1365 County Road I
Sept. 13, 1950

Henry Holt & Co.
257 Fourth Ave.
New York, N.Y.

Dear Sirs:

On Sunday Sept. 10, 1950, the Minneapolis Tribune carried a book review of Frank Scully's book entitled, "Behind The Flying Saucers". I haven't read the book yet but according to the review Mr. Scully believes the Flying Saucers are driven by a magnetic force.

I wish to state that I agree wholeheartedly that the Flying Saucers are propelled by magnetic force and I thought that you might be interested in the following imformation.

Last February I completed a mathematical formula that enables me to prove the fourth dimension is a reality and not merely a theory. This opens up a whole new field of thought which I call fourth dimensional philosophy.

This new field of thought gives us an answer to many problems and questions which our other sciences can not do at the present.

When we consider the structure and make-up of the universe with that of the atom, in the light of the fourth dimension, we find that they have much in common. We also discover the what and why of gravity. The gravity of the sun and all the moons is a positive electro magnetic force while the gravity of the earth and the rest of theplanets is negative.

Since last February I have been convinced that some being somewhere has succeeded in creating a negative electro magnetic charge, on some kind of metal plates, similar to the gravity force of the planets.

The flat oval shape of the Flying Saucers is the ideal shape for such a craft and, if the plates were hinged on one edge, the angle of repellent force could be variedin relation to the force of gravity so the craft could hover motionless in the air or move forward

or up and down at the will of the pilot.

Because like magnetic charges repell each other, the maximum speed of this craft could approach the speed of electricity which is 186,000 miles per second if the craft were beyond our atmosphere. Naturally in our atmosphere the speed must be kept lower or the craft would disintergrate from the heat caused by the friction of the craft with the air.

As long as the moon's gravity is a positive charge any craft propelled by a negative charge would be drawn towards the moon as well as being repelled by the earth's negative charge. This could result in a disastrous crash unless the aircraft stayed well away from the moon. If interplanetary travel is possible such aircraft would have to take off and approach the earth on the opposite side from which the moon happened to be.

The metal plates in the floor of the cockpit could be automatically controlled so the gravity pull on the pilot would always be equal to one G regardless of whether the plane were motionless or changing it's direction of motion at a great speed. There would be no blackouts or discomfort to the pilot in any maneuver however severe it may be.

Such aircraft would have no visible means of propalsion except the exhaust and noise of whatever type of power that was used to generate the electricity needed for the electro magnetic charge.

I have in mind several experiments that would prove the truth of these statements but they would take some equipment which I do not have at my disposal at thepresent time. I hope that someday I will be able to prove just what gravity is and why.

Sincerely,

Everett Nelson

Russell N. Morris Robert G. Pike

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Sept 13, 1950

Dear Mr. Scully:

Don't be misled by the letterhead; this bird, like the one mentioned in your book,never got off the ground either.

I had a very pleasing chat with Sylvia today. And personally I was not the least bit put out by your rearrangement of the heavens. After all, don't we both quote from Fort now and then? So why not? Besides, it puts you in an enviable position: no one has been man enough to change the order of the planets, that is until Scully got on the scene, so I say you're a man's man and should be darn proud of it!

Sylvia was not aware of the one I noted on p202. If it has not yet been called to you attention, check this one: It seems unlikely to me that a Davis Monthan pilot would be flying over Davis-Monthan Field; or are my coincidences catching up with me?

In telling Sylvia about Mr. Frasier, I have not knowingly violated any confidences. However, due to the unusual nature of the subject it might best go no further.

I am enclosing Warren Anderson's card; he is a very likable fellow and is very desirous of having you drop in to see him. He's had to re-order several times. The Pickwick told me since the very favorable reviews that it's one of their leaders.

Best Wishes
Bob Pike

C
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Y
LONGHAND

MICHIGAN UNION
ANN ARBOR, MICHIGAN

Sept 13, 50

Dear Mr. Scully,

I have just finished your article in Pageant. Believe me when I saw that this is the first time in my life I've ever written a letter to anyone unbeknown to myself for any reason.

I have never doubted the stories of the Saucers for one minute and your article comfirms my thoughts. Some of my friends have thought me an idiot at times because of it. Right now I'm so completely excited I can hardly write this letter, so forgive the writing.

It occured to me while reading your article, a possible explanation for the people's death, although I know nothing about it, that if as your Dr. Gee says the men probably come from Venus then perhaps there is a great difference in the atmospheric pressure between Venus and the earth. I realize you mention dying from bends, but you also convey the thought that Venus' pressure is greater than ours or perhaps in the first ship found that a broken porthole caused to much pressure.

You mention that Dr. Gee said that if there were life on Mars that the people would be considerably larger than our own. Using this line it might follow at least up to Jupiter that as goes the size of the planet so goes the atmospheric pressure to a lesser or greater degree. That is to say that Venus, being considerably smaller than earth, the pressure is less and the peoples don't have to obtain the general size and physical strength that we do and neither do their membrains. If for instance their ear-drums were considerably thinner than our own and didn't have the strength, it is conceivable that the pressure here could have broken their drums and killed them. If not breaking them could at least concaveing them to the of killing them.

Anyway I want to thank you for writing the article and I only wish I could get more information.

In passing I might say that if I'd been given a tank of oxygen and some food and water I'd have tested one of those ships regardless of the risk on my own life. It seems only logical that if a man has ten or fifteen hours to fly one he could learn what each button means. "Nothing ventured nothing gained." It would be worth my life and a thousand like me to find out.

Sincerely,

Your eagerly interest friend

FRANKLIN ROYSTER

Sept 3 1950

Doris Flowers
Benn Hall

Public wonder as to why flying saucers were everywhere some months ago and are rarely reported now is due to changes in editorial policy of major services, Frank Scully author of Behind The Flying Saucers explained.

" Reports come in just as often," Scully said, "but they are kept at the local level. In fact they are ordered 'killed' by wire service editors once they come in on the tickers.